

SPD 2594-61
COPY

LOCKHEED AIRCRAFT CORP.		ENGINEERING STUDY <input type="checkbox"/>		CHANGE PROPOSAL <input checked="" type="checkbox"/>		LAC -108				
DATE 4-14-61		AFFECTS : WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT AIRPLANE		PART OR LOWEST SUBASSEMBLY DRAG CHUTE DOORS		PART NO. & MODEL OR TYPE						
TITLE OF PROPOSAL : IMPROVED DRAG CHUTE DOORS										
NATURE OF PROPOSAL : SEE PAGE 2										
REASON FOR PROPOSAL : To improve the locking of the drag chute doors and to strengthen them to obtain longer service life.										
ES		ESTIMATED COST AND TIME INVOLVED : - - - ADDITIONAL FUNDING REQUIRED : - - -								
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 3 ADDITIONAL FUNDING REQUIRED : Yes (SP-1918)								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTENANCE PROCEDURE	SERVICE LIFE	FLIGHT MANUAL	MAINTENANCE MANUAL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD										
SOURCE OF PARTS FOR KIT LAC				AVAILABILITY - - - WEEKS AFTER APPROVAL See Page 3						
DISPOSITION OF SPARES AFFECTED Return and rework all spares per Customer Rework Order Request.								25X1A		
INITIATED BY : LAC				APPROVED : WSPO						
Approved For Release 2003/01/30 : CIA-RDP81B00878R000600030046-8										

NATURE OF PROPOSAL:

The drag chute doors will be modified as follows:

1. Increase the space for the drag chute by eliminating the forward bulkhead.
2. Increase the gauge of the outer skin from .025 to .040 aluminum, and the remaining bulkheads from .032 to 051 aluminum.
3. Add an .063 aluminum inner skin along the vertical sides of the doors.
4. The gauge of the bottom deflector skin will be increased from .020 to .032 steel.
5. Re-design the striker plate for the latch lock to obtain adjustability so that the correct adjustment in the locked position will be maintained.
6. The locking mechanism will be modified in order that the doors can be locked from the outside by direct engagement through a slotted screw. Existing lock and cable system to be used.
7. A tongue type interlock will be incorporated to eliminate fore-and-aft vibration to prevent inadvertent door opening during flight.
8. Prepare and issue a Service Bulletin and fabricate kits.
9. Modification to be accomplished at the factory during IRAN.

25X1A

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